



NATIONAL TRANSPORTATION SAFETY BOARD
Central Region - Denver, Colorado

Record of Conversation

Persons Interviewed: Mark Oldfather, Todd Oldfather

Subject: – CEN20FA098, N840GS

Date: 02/25/2020

Mark Oldfather and Todd Oldfather are the sons of the pilot, Theodore Oldfather, who was fatally injured while piloting a single seat experimental helicopter accident on 2/23/2020. They provided the following information following their father's accident:

- Their father purchased the accident helicopter about three years prior from a private individual.
- Their father was a private pilot and had flown fixed wing airplanes prior to buying the helicopter.
- Their father had taken some helicopter flight instruction, but was not rated in helicopters.
- The family believed the pilot did not have to be rotorcraft rated to fly this make and model of helicopter.
- Their father had been involved in two previous hard landing incidents in the accident helicopter.
- Their father would tell them that it was hard to overcome old habits of flying fixed wing and indicated he would push the control stick forward often when he would have problems flying the helicopter.
- Their father would often take the helicopter out and practice hovering, taxiing, and landings at their private airstrip on their farm, but did not think he had flown away from the airstrip at all.
- Their father had been experiencing a moderate vibration in the helicopter that resulted in him terminating several flights, so he took the helicopter to the manufacturer in Florida [Composite FX] and for troubleshooting about a week before the accident. They believed there was an issue with the engine that caused the vibration and it was fixed there. They said a representative from the manufacturer performed a test flight there.

Dan Baker
National Transportation Safety Board
Senior Air Safety Investigator